

Please rescind the entire SFAR. The GA population didn't cause the problem, so don't look to "controlling" them for the cure. You are missing the real threat by wasting resources on this segment of the transportation world.

If that is not possible, here are some suggestions that may make the "window dressing" less painful to this population:

1. Bring the class B to the surface in these areas so that procedures are familiar to both the pilot and ATC population.
2. Establish vfr corridors from unrestricted airspaces to the 3 target airports.
3. Allow practice in the pattern (take offs and landings) at the affected airports so that pilots can remain current. All 3 fields are very short (too short for any size aircraft that could be a threat, but then you know that, don't you?). If pilots cannot practice at their home fields, then you will be able to congratulate yourselves on the resulting accidents.
4. Reopen the VFR corridor between Baltimore and National in it's entirety. It is currently infringed upon by the TFR.
5. Don't even think about siezing the Aviation Fund monies intended for airport maintenance to further pursue un-needed GA security procedures. I read that there is a shortfall in funding the TSA and that they have their eye on these General Aviation Airport Improvement Fund monies.
6. Cease publishing that these 3 airports are "open." They are closed to all but about 50 pilots each. The FAA's quarterly magazine reports that CGS is open, and that gave some pilot on an ifr flight plan the wrong idea. He thought it was open, and his last controller radioed to him "CGS 12 oclock and 5 miles, IFR is cancelled." So the guy landed at CGS and because so many FAA types will take the fall with him, it will probably be swept under the rug. But the fact remains that publishing that CGS is "open" is tantamount to entrapment of pilots. And of course you all know that a controller cannot legally cancel an IFR flight plan - only the pilot can do that.
7. There were procedures in place that permitted the government to decide that the DC Air National Guard no longer had to fly Combat Air Patrols over DC, but they could sit "alerts" on the ground as a readiness procedure. What is the methodology used to determine that CGS, on the other hand, remains a threat of the same high order that it was judged to be in September? The Air National Guard ran out of gas money, but our government has siezed assets and businesses of our General Aviation citizens without due process... Not to mention the infliction of unfunded federal mandates upon our pilot population.

Please repeal this SFAR and concentrate your efforts on legitimate high risk equipment and populations. Thank you for the opportunity to comment.